GOVERNMENT OF INDIA
CIVIL AVIATION
LOK SABHA

STARRED QUESTION NO:317
ANSWERED ON:23.03.2017
Technical Snags in Aircraft
Kamal Nath Shri ;Scindia Shri Jyotiraditya Madhavrao

Will the Minister of CIVIL AVIATION be pleased to state:

(a) whether the Government/ Directorate General of Civil Aviation (DGCA) has taken note of aircraft of various airlines frequently facing technical snags;

(b) if so, the details of such airlines and technical snags reported during the last three years and the current year, year-wise;

(c) whether technological solution has been found out to reduce such glitches and if so, the details thereof;

(d) whether DGCA has since initiated borescope examination/probes of the A-320 neo aircraft that have faced technical snags; and

(e) if so, the details thereof and the corrective steps taken by the Government in this regard?

Answer

Minister of CIVIL AVIATION

(Shri Ashok Gajapathi Raju Pusapati)

(a) to (e) A statement is laid on the table of the house.

Statement referred in reply to Part (a) to (e) of Lok Sabha Starred Ques. No. 317 regarding "Technical Snags in Aircraft" to be answered on 23.03.2017.;; ; (a) & (b) Technical snags are likely to occur during normal course of operation of the aircraft. Operators are responsible for monitoring and rectification of the technical snags observed/ reported. The details of observed/ reported snags airline-wise and year-wise for the last three years and the current year is attached as Annexure-A.

(c) During the course of operation when technical snags persist, necessary solutions are provided by the manufacturers from time to time in the form of Service Bulletins/ Service Instructions in respect of aircraft/ engine/ components.; (d) & (e) DGCA vide letter no. 78/2/2017-AI (2) dated 10/02/2017 has issued instructions to carry out boroscope inspection on PW1100G-JM engines installed on Airbus A320 Neo aircraft operated by M/s Indigo and M/s Go Air at 1000 hours and 500 hours. These instructions were issued due to frequent unscheduled removal of engines due to deterioration in the combustion chamber of the engines. Consequent to above the engine manufacturer M/s Pratt and Whitney had issued instructions for conduct of boroscopic inspection at the interval of 1500 hours. However during the analysis of the engine history it was observed that some of the engines have developed deterioration in the combustion chamber below the interval prescribed by the manufacturer. Based on above analysis, DGCA has issued these instructions to monitor the condition of engine after every 1000 hours of flying by conducting boroscopic inspections. In addition DGCA has also directed M/s Indigo and M/s Go Air to carry out one time boroscopic inspection of engines fitted on their A-320 Neo aircraft which have flown for 1000 hours to ensure safety of aircraft operations.